



## **El Paso & Southwestern Greenway Master Plan Technical Advisory Committee (TAC)**

### **MEETING SUMMARY**

**Prepared for**  
City of Tucson

**Prepared by**  
Gordley Design Group



## **IN ATTENDANCE**

### **Present**

Mick Jensen, City of South Tucson (COST)  
Jennifer Donofrio, City of Tucson, Department of Transportation (TDOT)  
Tom Thivener, TDOT, Project Manager  
Howard Dutt, City of Tucson, Parks and Recreation  
Peg Weber, City of Tucson, Parks and Recreation  
Diana Rhodes, City of Tucson, Ward 1  
Katie Gannon, Drachman Institute  
Adriana Prieto, Gordley Design Group  
Daphne Madison, Greenway Coalition  
Sandy Bolduc, Kimley-Horn and Associates  
Rebeca Field, Kimley-Horn and Associates  
Gabe Thum, Regional Transportation Authority (RTA)  
Steve Anderson, Pima County Natural Resources  
Linda Anderson-McKee, Urban Trails Coalition  
Sue Clark, Urban Trails Coalition  
Jesse Schultz, Wood Patel and Associates

### **Absent**

Melissa Antol, TDOT  
Jim Glock, TDOT  
Gary Wittwer, TDOT  
Joel Gastelum, COST  
Jessie Sanders, City of Tucson, City Manager's Office  
Irene Ogata, City of Tucson, Conservation and Sustainable Development  
Maria Gayosso, City of Tucson, Housing and Community Development  
Andy McGovern, TDOT  
Jonathan Mabry, City of Tucson, Historic Preservation  
Julie Parizek, City of Tucson, Parks and Recreation  
Deputy Chief Pat Quinn, City of Tucson, Fire Department  
Sergeant Steve Culbertson, City of Tucson, Police Department (TPD)  
Chief Roberto Villaseñor, City of Tucson, TPD  
Jim Rossi, City of Tucson, Real Estate  
Trip McGrath, Compusult  
Marcos Esparza, Curtis Lueck & Associates  
Melissa Anguiz, Gordley Design Group  
Jan Gordley, Gordley Design Group  
Chuck Flink, Greenways Incorporated  
Fernando Galvez, Monrad Engineering  
Jim DeGrood, Regional Transportation Authority (RTA)  
Dave Dobler, Structural Grace  
Claudia Perchinelli, Structural Grace  
Francina Sosa, Structural Grace  
Bryan Reed, Terracon  
Linda Anderson-McKee, Urban Trails Coalition  
Thomas Gettings, Wood Patel & Associates  
Pat Marum, Wood Patel & Associates

## **INTRODUCTIONS**

The design team and TAC team members were introduced.

Tom opened the meeting by explaining this was the third and final TAC meeting for the master plan process. The Draft Master Plan has been completed and the Technical Advisory Committee (TAC) should have received a link to the document via email. He said there was still time for the TAC to review the document and asked everyone to send comments and suggested revisions to Sandy Bolduc by Friday, June 17, 2011.

There were three public meetings held in January 2011. Two out of the three meetings were well attended. The team received a number of comments that are included in the appendix of the Draft Master Plan.

Tom met with residents from Barrio Anita. Their concern involved reducing bicyclist activity on the Davis Street bike route on the north side of Davis Bilingual Magnet School. This route is a key connection from the University bikeway to the west side via St. Mary's Road, providing access to a couple hundred bicyclists a day. The neighborhood had misunderstandings about the Downtown Links and the Greenway projects. There was confusion about the Greenway project being the reason for closing bike access on Davis Street. Tom clarified the Downtown Links project will change access in the neighborhoods, and the Greenway project will be a channel for bicyclists. Some residents expressed support for the project and some did not, but the consensus was to allow it to move forward.

The Downtown Links project should soon receive RTA construction funds to begin work on the west end of the Frontage Road from Saint Mary's Road to Church Avenue. A Two Groups Can Cross (TOUCAN) signal will be included in this project. This will be an at-grade crossing, about 100 feet east of the historical alignment.

Tom also met with residents from the West Ochoa neighborhood. A number of people were surprised about the project and hadn't heard of it, despite the mailers that went out to residents in the area. The neighborhood is skeptical about the funding for the project and wondered if the City of Tucson (COT) has the resources to spend on it. Tom explained the community benefits of the project and that it will take grants to fulfill the entire project. He left comment forms with the group, but none were returned.

## **PROJECT AND ALIGNMENT UPDATES**

Main Street configuration was mistakenly identified as a bike boulevard, but because of the amount of traffic, a road diet with a two way path on one side of the road is recommended. This would only be an option if the team cannot get approval on an overpass or at-grade crossing over the Union Pacific Railroad (UPRR) tracks to University Boulevard. Ideally, using the historic corridor to cross the tracks is best, but the road diet option may be more feasible. The Dunbar/Spring neighborhood and Ward 1 support a road diet. The road diet would eliminate at least one travel lane in order to build a 12-foot asphalt path. UPRR has stated that they do not want an at-grade crossing but have been known to change their stance for other projects.

There is a potential development between the Inn Suites Hotel and Arroyo Chico; however, the property owners worry that the Greenway will take up too much space on their property. Negotiations are underway between the property owner and COT to secure a 20-foot easement. There is an existing landscape buffer to the west of the area that is owned by the Arizona Department of Transportation (ADOT) that could make the Greenway corridor feel wider.

The Leon archeological property, located south of the Millstone property, west of the Manning House, is another tight area. The plan shows a 12-foot asphalt path with a 20-foot easement.

The owner of the Manning House is currently renovating the property to sell to COT or Pima County. It is questionable whether either will be able to purchase the building in this economy.

Tom will be meeting with the individual who leases the parcel on Simpson Street, south of Fire Central and west of the Greenway corridor. He has a desire for off-site parking and would like to build a bridge across the wash to connect to the parking. This would connect the Santa Rosa Neighborhood Center to the Greenway.

The team has had discussions with representatives from The Bridges development. The development is located on a County parcel on the north side of the Greyhound Wash, next to Kino Parkway. The development's latest drawings of the alignment show a walking path south of the wash. The space is very narrow with massive asphalt parking areas nearby, and the path does not align with the future overpass. The developer is fine with a path on the north side. There will be a bridge on Tucson Market Place Drive. The developer is willing to work with the team. They requested to be included in future design discussions to make sure styles are compatible. They are still committed to building over a mile of the Greenway. The Greenway would connect to their internal trail systems. The developer's representative wrote a memorandum but there are a few things that remain unclear. The team has replied and is awaiting clarification. The final memorandum will be included in the Master Plan.

The Pedestrian Light Control Activation (PELICAN) system on Park Avenue should be built soon. High Intensity Activated Crosswalks (HAWKS) cost about \$100,000 and PELICANs cost about \$200,000. Park Avenue is only three lanes, so the bicycle/pedestrian signal is a better option than building an overpass here.

The appendix of the Master Plan will include the structural analysis for the overpass crossings. The team would like the width of the overpasses to be 14 feet, which is identical to the width of the Basket Bridge. Half the cost of the Greenway is the cost of the overpasses. The top of the overpasses will need to be fenced to meet current specifications. During design, creative safety fencing solutions may be explored.

There are two newly proposed developments, located south of Congress Street and north of Cushing Street, where the current Greyhound Center is situated.

One proposal includes plans for a mixed-use site with a bridge structure as part of the project. This local developer has embraced the Greenway project and plans to develop the area into a multimodal transit center with retail and housing as a western gateway into downtown. The team still has plans to build an overpass over Broadway Boulevard that could be merged with the bridge. The development would be to the west of the old El Paso & Southwestern Greenway depot. The integrity of the train tracks would need to remain.

The other proposal includes the development of a chain hotel and restaurant. This proposal potentially could negatively impact the Greenway because their proposal mentioned converting the former railroad corridor into a roadway for vehicular use.

The future developed property ties into the Modern Streetcar route. There's potential to make the Roundhouse into a future Streetcar maintenance facility, should expansion of the network happen someday. The Roundhouse is currently vacant and COT is interested in purchasing it.

COT is awaiting approval from the RTA on whether they can use a portion of its funding to purchase a piece of property for sale south of 22nd Street, behind the nearby Circle K. The property is 50- to 70-feet wide and could be used for the Greenway.

The Greenway team has communicated with the 22nd Street project team about using the natural drainage behind Circle K as a part of the Greenway project; however, the 22nd Street project is not moving forward at this time and discussions with the team cannot take place. An overpass would be recommended in this area, due to potential drainage issues caused by an underpass.

The team looked at a couple alternatives near the Ajo Detention Basin and determined Hidalgo Vista would be the preferred choice for the route. Hidalgo Vista is a residential street with a wider and safer feeling than the alleyways the team was initially considering. The street connects to a new park called Hidalgo Park that would serve as a nice place to end the Greenway, with a bike boulevard in the last quarter mile. The park has restrooms, drinking fountains and soccer fields.

## **TAC REVIEW/DISCUSSION OF MASTER PLAN**

Sandy asked the TAC to comment on the Draft Master Plan.

The plan includes public outreach efforts, design guidelines, funding, development, positive attributes and maintenance.

Mick said the credit to the Mexican-American community along 6th Avenue in the City of South Tucson for promoting incorporation of COST is not accurate. The business owners and City leaders referred to in this section were Anglo. The correction should be made to page nine of the Draft Master Plan. Mick will provide a paper written by Dave Devine that documents the process COST went through.

COST is very pleased with the document and feels it is interesting and valuable. Mick will send input on the 6th Avenue portion of the plan at a later time.

## **ISSUES**

The Drachman Institute was brought on board to provide detailed outreach to the City of South Tucson, who is a very important partner to the Greenway. The institute was involved in conducting cafecitos and school visits. This outreach is summarized in the Draft Master Plan.

Jennifer Donofrio pointed out that federally funded portions of the project would require that comments, responses and dates be recorded. Tom responded that comments are included in the appendix. Comments will be logged accordingly when federal funding becomes available.

COT applied for, and was awarded, Transportation Enhancement (TE) funds to construct a portion of the Greenway from 22nd Street to Simpson Street. The design for this portion is under way. ADOT recently returned the submitted environmental documents to COT. The team is in the process of making revisions.

The environmental documents should be completed by December 2011. The project will be able to move into full design once the team receives full environmental clearance from ADOT. The team applied for the grant in 2010 for the Greenway piece located in COST but was not awarded; however, they will have another chance to apply for TE grants in 2012.

Sandy said the team would be meeting with planning representatives from COST in July of 2011. An update about the project would then be presented to the City's Mayor and Council.

A strategy needs to be developed to maintain the Greenway. Maintenance should be a consideration from the beginning of any project. Chuck Flink has seen positive trends where developers and local businesses contribute to sections of Greenways. Another way to generate revenue would be to charge for special events such as weddings and bicycling and running events.

Every federally funded project needs to be maintained. The Federal Highway Administration (FHWA) won't provide plants if they are not taken care of. COT will need to have a maintenance plan that includes some type of irrigation. Water harvesting is no longer an acceptable form of maintenance and must be accompanied with another method for at least the first two years.

The current Fire Central Greenway piece is on a reclaimed water system.

## **COMPLETION SCHEDULE – KEY DATES**

Sandy requested that comments be submitted by Friday, June 17, 2011. After comments have been gathered, the report will be finalized and resubmitted to COT.